

DELEGATED

**AGENDA NO. 7
PLANNING COMMITTEE**

DATE 31st October 2007

**REPORT OF CORPORATE DIRECTOR
OF DEVELOPMENT AND
NEIGHBOURHOOD SERVICES**

07/2437/OUT

**Land at Urlay Nook, Urlay Nook Road, Eaglescliffe
Outline application for industrial estate comprising the erection of B2 and B8
class units and associated means of access**

Expires 19th November 2007

UPDATE REPORT

This application updates the report for agenda item 7. It sets a summary of a letter of representation received from Shaun Hardy and Northumbrian Water. It updates the list of addresses from which representations have been received to include Coatham Vale.

Furthermore, the report addresses the comments of One North East in respect of the likely impacts of the proposal on regeneration at the Durham Tees Valley Airport (DTVA), and in the light of further information required, would warrant a refusal of planning permission on that ground.

Representations and Consultation Responses

Shaun Hardy of 10 Mickleton Drive objects to the proposal on the following grounds:

“

- With so many other suitable or dormant areas in the borough why choose a semi-rural area' – are the Council considering other reviews e.g. Council Tax and child road safety to take account of traffic/pollution/noise issues in nearby residential areas of Eaglescliffe and Yarm
- With the existing airport including the National Grid Pylons, and the Chrome works the creation of another industrial works will not doubt create other environmental concerns”

One North East

Members will note that paragraph 59 on page 10 of the main report sets out briefly the comments of One North East (ONE). Of particular concern is the issue raised in respect of DTVA, in which ONE places the onus on the Council to satisfy themselves that the proposal would not have an adverse impact on the regeneration initiatives at DTVA. The applicant has been informed that further information is required to allow the Council to make this assessment, however, to date no information in support of the applicant's case has been received.

The role of the airport as a key economic driver is recognised in policy statements at all levels. The White Paper (Future of Air Transport) comments that airports play an important role on regional economies to: -

“Provide and important impetuous to regeneration and a focus for new commercial and industrial development” and “increasingly act as a focal point for clusters of business development.....attracting inward investment to the region...”

The White Paper also encourages the development of local supply chains and expansion of the aviation sector. This approach is reflected in a number of policy statements that promote regeneration and competitiveness and recognises the role of regional airports in key international investment decisions in the high technology sectors and just in time deliveries and production.

The Northern Way Growth Strategy, published in February 2004, acknowledges that airports are important economic assets, which can deliver significant regeneration benefits. The Northern Way recognises the importance of airports both as key economic drivers and to successful city regions, in terms of the transport of leisure and business passengers and freight.

The Regional Economic Strategy (RES) for the North East also recognises the important role of airports in improving business competitiveness, encouraging entrepreneurship, and attracting investment. The RES notes that DTVA has a crucial role to play and that it should play its full potential in terms of passenger movements and should be encouraged to develop freight and maintenance services.

Policy 18 of proposed changes to RSS refers explicitly to the airport, stating that:

‘20ha of Stockton’s 235ha general employment land and 5ha of Darlington’s general employment land is to be provided on land to the south of Durham Tees Valley Airport.’

In this respect the Planning Committee, at its meeting on 10th October, resolved to grant planning permission for 20 ha of unrestricted B2 use at the airport to kick start the regeneration initiatives, but it should be noted that the matter has been referred to Government Office.

At the sub regional level the role of the airport is recognised in The Tees Valley Vision a key aspect of the policy is a commitment to developing the role and contribution of the DTVA with improved surface access and expansion of services. The airport is one of Tees Valley Regeneration’s five strategic regeneration sites in Tees Valley.

The Tees Valley Structure Plan, which was adopted in February 2004, sets out the locational strategy for the Tees Valley sub-region. The Structure Plan supports the growth of DTVA, recognising that it has potential to bring further wealth and prosperity. The Plan encourages further development of the airport for freight and passengers.

The Stockton-on-Tees Local Plan recognises that the Airport is an important asset to Teesside, and the Council seeks to protect the Airport from any development that would interfere with its operation. The Plan also states that the Council will view sympathetically development proposals that would help secure the long term future

of the operation of the Airport. Policy TR21 in the Plan identifies land for airport-related uses.

Given the wide ranging and multi-agency support for the regeneration of the airport, and Members support for allowing 20 ha of B2 (General Industrial Use) at the Airport it is vital to assess whether approval of the current scheme notwithstanding the allocation, would jeopardise the future of this strategic site.

In light of this, it is considered that this lack of fundamental information would warrant refusal of planning permission on this ground

CONCLUSION AND RECOMMENDATION

That the responses and representations received do not alter the conclusion of the main report, but that the lack of information in respect of the likely implications for the regeneration initiatives at DTVA warrants a further reason for refusal, as recommended below:

7. Insufficient information has been provided in respect of the likely impact of the proposal on the development objectives for the Durham Tees Valley Airport to enable an assessment as to adverse or otherwise impact at the Durham Tees Valley Airport, contrary to the policy objectives of emerging Policy 18 of Regional Spatial Strategy and Policy TR21 of the Adopted Stockton on Tees Local Plan.

Director of Development and Neighbourhood Services

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Financial Implications

None

Environmental Implications

None

Human Rights Implications

None

Community Safety Implications

None

Background Papers

Regional Spatial Strategy

Adopted Stockton on Tees Local Plan (June 1997)

Planning Policy Statement 9: Biodiversity and Geological Conservation

Planning Policy Guidance Note 13: Transport

Planning Application Reference Number 07/2437/OUT

Ward and Ward Councillors

Ward

Eaglescliffe

Ward Councillor	Councillor A Lewis
Ward Councillor	Councillor J. A. Fletcher
Ward Councillor	Councillor Mrs M. Rigg